SUMMARY

Prepared by Peg Hanna

Diesel Initiatives Stationary Workgroup Meeting

Held August 16, 2005 from 10:00-12:00
Meeting Location: DEP, Trenton
Meeting called by: Peg Hanna
Facilitator: Melinda Dower

Materials:
1. Biodiesel slides
2. Further information on inventory: 2002 Major Point Source Emissions from Diesel Fired Units, Chart comparing engine type/size with state and federal regulatory requirements

Introduction/Announcements.

1. DEP reminded everyone that the purpose of the workgroup is to develop a menu of control strategies to be submitted to Commissioner Campbell for consideration as the DEP develops its State Implementation Plan. The workgroup will evaluate each strategy based on technical and economic feasibility and environmental and health benefits, but will not eliminate any strategy. DEP will pen the report, but the report will be the voice of the workgroup, not the voice of the DEP writers.

2. Serpil Guran of DEP's Division of Science, Research and Technology gave a short presentation on biodiesel fuel: how it is made, it's characteristics, use and availability.

Discussion

Topic 1: There were some questions posed about biodiesel following the presentation.
Discussion: Serpil confirmed that biodiesel is certified as a fuel by EPA for up to 20% biodiesel mixture. There are some concerns with stability, gelling, and reduced lubricity of the fuel, but these don't seem to be problems for mixtures with 20% or less. There is a pilot project to retrofit stationary generators in Jersey City. Biodiesel is well suited to use with stationary engines because you can reduce the fuel to air ratio or engine timing to control Nox emissions and make sure they don't go up (can't do that with mobile engines).

EMA supports the use of biodiesel up to B5, but they still maintain that it increases Nox emissions, especially for mobile sources. There is currently no specification for stability and it gels at higher temperatures so cold starts may be an issue. EMAs position is that if the biodiesel blend meets the diesel fuel spec then the warranty isn't voided. Don't know effect on 2007 technology such as particulate filters although the recently signed federal energy bill gave the National Biodiesel Board $25 million to study this issue.

Topic 2: Regarding the inventory information labeled "Summary of 2002 major point source emissions from diesel fired units," NJDEP will try to determine how many of those sources are emergency generators and how many of each of these point sources exist.

Topic 3: Can we use NJEMS data to see whether there are concentrations of stationary sources in urban areas (which might be an appropriate target for strategies)?
Discussion: Doug Bruckman was asked to find out whether NJEMS data can be sorted to identify stationary diesel sources in urban areas.

Topic 3: Discussion of potential strategies

Discussion: See strategy chart for comprehensive list of each item discussed. Specific discussions not captured on the chart are as follows:

- EPA is aligning New Source Performance Standards (NSPS) for stationary engines with nonroad diesel engine standards. In other words, every new stationary engine has to meet Tier 1 standards as of June 2005, etc. Starting in January 2007, all new stationary diesel engines will have to meet the prevailing and applicable-Tier nonroad emissions standards (either Tier 2 or Tier 3 depending on engine size). Once we reach Tier 4 standards that require aftertreatment, these standards will not apply to emergency generators (presumably too expensive for infrequent use). These standards are not as restrictive as many state requirements.

- June 2005 Nox RACT proposal - Doug Bruckman was asked to provide summary of emission benefits of rule proposal and number of sources affected.

Wrap-up

It was decided that no more meetings would be necessary, but rather DEP will revise the strategy evaluation chart and send it to workgroup members for review. It is expected that development of the final report will follow a similar process.